What is claimed is:

1.   (original) A method for operating an internal combustion engine with oil lubrication and electronic fuel injection,
wherein,
a flow of fuel mass (mkp_ausg) evaporating out of the oil is determined and taken into account in a determination of a setpoint injected-fuel quantity (rk_ev).

2.   (orginal) The method as recited in Claim 1,
wherein,
based on the flow of fuel mass evaporating out of the oil (mkp_ausg), a flow of fuel mass (mkp_saugr) flowing into the intake manifold is determined and taken into account in the determination of a setpoint injected-fuel quantity (rk_ev).

3.   (currently amended) The method as recited in Claim 1 ~~or 2~~,
wherein,
during operation of the internal combustion engine, a flow of fuel mass (mkp_i_oel) entering the engine oil is determined and, to determine this flow of fuel mass (mkp_i_oel), at least one of the following influencing variables is taken into account:
- Enrichment factors during start, a post-start phase, and/or warm-up (fst_w, fnst_w, fwl_w) of an internal combustion engine
- Engine temperature (tmot) and/or oil temperature (toel)
- Engine speed (nmot)
- Load value (rl)
- A component temperature in the intake port
- Temperature in the combustion chamber
- Fuel type (KS)
- An assigned lambda setpoint value (LS)

4.   (currently amended) The method as recited in ~~at least one of the preceeding Claims~~ Claim 1,

wherein,

at least one of the following influencing variables is taken into account in the determination of the flow of fuel mass (mkp_ausg) evaporating out of the engine oil:

- Oil temperature (toel)

- Oil temperature gradient over time

- Fuel mass in the oil (mk_i_oel)

- Fuel type (KS)

- Pressure in the crankcase (pk)

5.   (currently amended) The method as recited in ~~at least one of the preceding Claims~~ Claim 1,

wherein,

at least one of the following influencing variables is taken into account in the determination of the flow of fuel mass (mkp_ausg) entering the intake manifold:

- Pressure in the crankcase (pk)

- Pressure in the intake manifold (ps)

- Pressure upstream of a throttle valve (pu)

- Position of a crankcase ventilation valve (SKEV)

- Temperature of the engine oil (toel)

- Concentration of the fuel gases in the crankcase due to blow-by gases

6.   (currently amended) The method as recited in ~~one of the preceding Claims~~ Claim 1,

wherein

a fuel mass (mk_i_ocl) contained in the engine oil is determined by taking into account the flow of fuel mass (mkp_i_oel, mkp_ausg) entering the engine oil and evaporating out of the engine oil.

7.   (currently amended) The method as recited in ~~one of the preceding Claims~~ Claim 1,

wherein,

the flow of fuel mass (mkp_saugr) flowing into the intake manifold or the flow of fuel mass (mkp_ausg) during evaporation is converted as a function of the engine speed into an equivalent injected-fuel quantity and is subtracted from an uncorrected setpoint injected-fuel quantity, the result being the corrected setpoint injected-fuel quantity rk_ev.

8.   (currently amended) The method as recited in ~~one of the preceding Claims~~ Claim 1,

wherein,

if a second fuel type is also injected, a fuel mass in the oil is calculated for the fuel type that was also injected.

9.   (currently amended) A control unit for an internal combustion engine,

wherein

it is programmed for use in a method as recited in ~~one of the Claims 1 through 8~~ Claim 1.